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COUNTRY Czechoslovakia
SUBJECT Lipno Dam Project

REPORT

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a report on the Lipno Dam project
near Lipno (N 48-38, E 14-14) as of 1953 and 1954.

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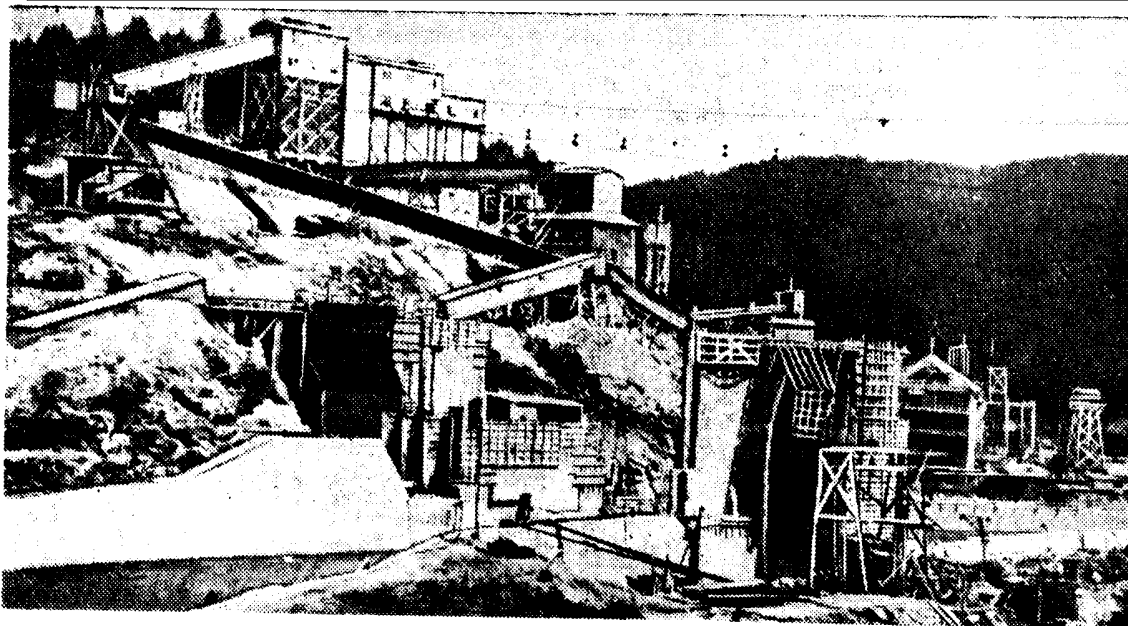
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The construction
of the L i p n o dam

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CZECHOSLOVAKIA BOHEMIA LIPNO 48 39 N 14 14 E
CONSTRUCTION OF DIKE AT DAM SITE.

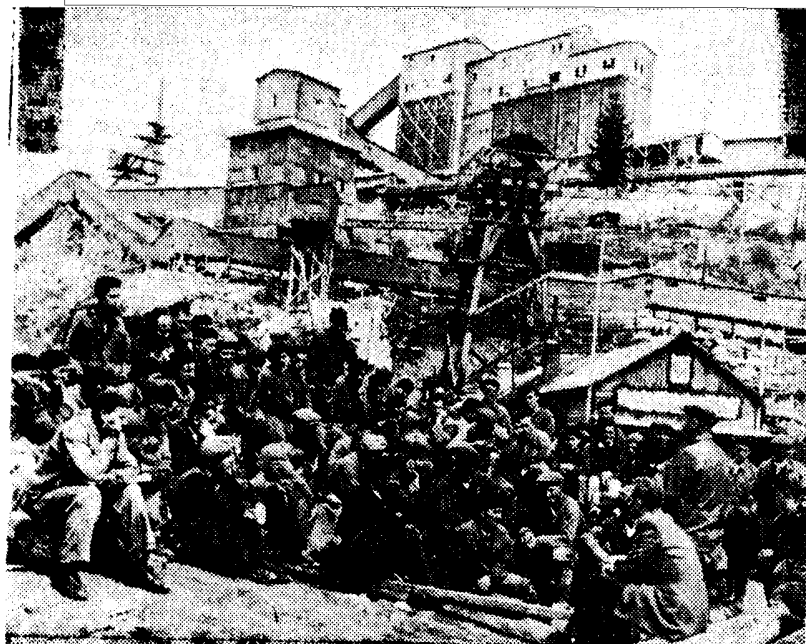


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CZECHOSLOVAKIA BOHEMIA LIPNO 48 39 N 14 14 E
SITE OF DAM CONSTRUCTION.

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construction on the upper Vltava, approximately 8 km west of the town Vyssi Brod in Ceske Budejovice region. The construction site is about 1/2 km southeast from the former village Lipno. 25X1

The area, which will be flooded by the future lake will include villages: Neve Domy, Slopecna, Vyten and Frymburk. Partly flooded will be the town Dolni Vltavice and a sector of the railroad at Horni Plana. The lake will be 25 km long. 25X1

2. Background and planning: The project is to be the first "Construction of Socialism" in the CSR. The work on it began in 1952 and is planned to be completed by 1957-58. The project is considered the largest future dam in the CSR and the best technicians, machinery and financial resources were concentrated at its site. The money seemed to be almost squandered there.

The project is a new type of dam construction, with the powerstation built underground, reportedly 60 m under the present riverbed. An underground tunnel, about 8 km long will run from the powerstation eastwards down to Vyssi Brod, where an additional powerstation will be constructed. After the completion of the whole combine its capacity should, in emergency, cover the supply of electricity for the largest part of south Bohemia and even part of Moravia.

3. Organisation of work, labor and wages: The dam is being built by the firm "Water-work construction" National Enterprise, branch in Sezimovo Usti. The same firm builds the watertunnel from Lipno in the Vyssi Brod direction. The firm "Baraba" from Prague carries out the construction from Vyssi Brod in the opposite direction. About 2000 men are permanently employed at the project. The majority of labor are the so called "brigade-workers" assigned to the project from other, even from the most important enterprises and jobs, owing to the project's prominence.

The workers are very well paid. The total wage of an individual averages monthly 1800 kcs. During the job on concret caissons the workers earned up to 4000 kcs. Every brigade-worker receives 800 kcs bonus and a free RR ticket when enlisted for the project.

The work goes on 2x 12 hrs daily. The construction continued so far to progress according to plan and no defects of serious nature occurred.

4. Hydrological data: The riverbed of Vltava at Lipno is approximately 4 m wide. The waterline does not exceed 50 cm height in the summer. During the spring and fall rain-season the water use to rise up to 2 m level.

5. Details of the construction:

a) **The dike:** [redacted] Its construction site is about half the distance between the former RR station Lipensky Zdvih and the elbow of the river, where it turns from eastern direction to southwards. The groundline of the dike runs generally southwards of the topographical point 810 (Note: 810 m above sea level). 25X1

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level). The total length of the dike will be 500 - 600 m of which 200 m would be on the northern and approximately 400 m on the southern bank of the river. Its base will be about 25 m wide. On the northern bank the dike is being anchored in the granite massive rock, in which the apertures for the dike foundation are being shot off and injections of concrete are inserted into. The anchoring block is made of ferrocement, is about 20-25 m wide, 15 m high and is slightly bent towards its northern end in the distance of about 200 m north of the river. Southwards the block runs straight in the direction of the dike. Until October 1954 completed were the anchoring block and a few meters of the dike at the northern sector. South of the river up to 150 - 200 m, heavy concrete caissons were being built into the ground, sunk in the depth of 25 m, usually three caissons side by side. The caissons were 6 x 4 m bright of iron construction, filled then with concrete. In the southernmost part of the site a row of shafts, 25 m deep and 5 m of diameter, were bored (drilled) in the distance of 10-15 m from each other. The gravitation block of the dike lays predominantly on the northern bank, extending just about 3-5 m into the riverbed and covers a square of 80 m size. It is sunk into the ground about 2.5 m under the bottom of the river. (Note: see plan - codemark 2).

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b) The powerstation: [redacted] is to be built underground at the northern sector of the dam. It is considered a very special project in the CBR. The work begun to cleave a driving tunnel for the powerstation with the declivity of 45 degrees. Simultaneously started the construction of two pressure-shafts, which are to reach the depth of 170 m. The connection of the declivity tunnel with the sump tunnel should have been obtained, according to plan, by the end of 1955.

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c) The sump tunnel: [redacted] will run from the LIPNO dam in the total length of 8 km to VISSI BROD, where the second powerstation would be constructed. The work on the excavation of the tunnel goes on from both its ends and the two teams should have met, according to the proclaimed pledge, by December 1955. At a spot called ČERTOVA STĚNA the tunnel shall run 40 m under the Vltava riverbed.

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d) New RR track: [redacted] There was originally an electric railway from VISSI BROD to LIPNO running generally along the Vltava on its northern bank, crossing to the southern bank between the localities St. PROKOP and LIPNO, not far from the present construction site. With regard to the project, a new track of this railway was built on the northern bank with the provisional terminal near the Gravitation block. The original track on the southern bank is kept in use, minus as well, since most of the supply and material for the project are being brought by railways.

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e) Transfer of the RR station: [redacted] The RR station LIPNO, originally located originally within the present construction site, was moved out a few hundred meters south-east. It is now provisionally installed on the southern track, about 300 m north of the old RR bridge.

f) New highway bridge: (Note: see the plan - codemark 7) was erected about 150 m east of the dike. It is of ferrocement, 15 m length, 6-8 m width, no pillars, rests on the foundations only.

6. Supporting constructions:

a) Concrete workshops: to cover the heavy demand for concrete a special workshop was erected behind the northern construction sector. It has automatic equipment and 4 men crew are servicing it at the full capacity. It is called "Betonbuilding" type BT 250. A grinding (crunching) shop is annexed to the Betonbuilding.

b) Several warehouses, storages, repair and mechanical workshops were set, partly of frame, partly of bricks, mostly on the southern side of the river. Two electrical mobile cranes, one of 3.5 T, the other of 5 T capacity are moving along the dike construction line.

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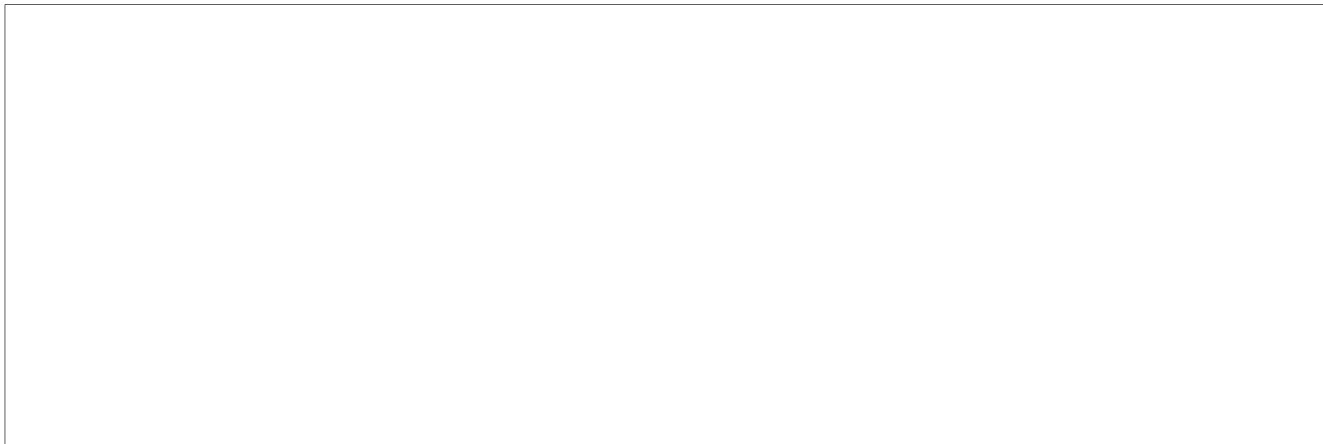
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c)Quarters for the labor: [REDACTED]. Altogether 12 three-story houses and one hotel were erected at the edge of woods east of former Lipno, close to the topographical point 810. Each house, of groundsize 20 x 15 m, can quarter 100 workers, mostly in doublebed, a few in singlebed rooms. Each house has several bathrooms. All houses are comparatively well built and well equipped. They should, after the completion of the project, serve for recreational purposes. The rest of labor are housed in the neighbouring villages.

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